# AMERICA'S MALADY.

DR MITCHELL SAYS SUCH IS DIS-EASE OF THE NERVES.

giartling Increase During Forty Years shown by the Tables of Mortality-Some of the Causes-Climate an Important Tactor The Four Hundred All Right.

pr. S. Weir Mitchell of Philadelphia, a authority on nervous diseases, pierview had some very interes to say with regard to what he ne characteristic malady of the Possibly as a specialist paintally disposed to over e, but his observation and exlaims, re-enforced by statiswithat nervous disorders are in an alarming ratio every year. er of deaths from this cause is miling and is steadily growing.

I the busy centers, Dr. Mitchell ed as saying, the "tables of morhow that the proportion of nerve has multiplied more than 30 times in 40 years and that now the nerve omber more than one-fourth of all his recorded. What is most shock-

ose returns is that this fearful loss rs mainly among young people. This means that the Amerbecoming a short lived peoa few years and without any inir by immigration the publihe census would send a pang of alarm throughout the land," boll is of the opinion that the most potent cause of the prevaevous diceases is to be found in

but why the climate tends to nom he does not undertake to exas it be the frequent and sudden of temperature peculiar to some thickly settled sections. What he says, is "that people coming n the phiegmatic races undergo of temperament here and become emotional and irritable in a deis unknown in any other part of Another effect of the Amerate, he thinks, is "that it makes of either mental or physical uch more severe than it is else-

ople being able to work much al harder with head and hands injurious consequences in England continent than in this country. mate in many sections of the States is unquestionably very try-its effect upon the general physstitution may be manifested very ently in impairment of the nervou But it is extremely doubtful if it e regarded as "the most potent cause national malady. The other causes ich Dr. Mitchell refers are probably largest measure responsible for the ely, the mad rush and perpetual strain r business life, which ruins the health or men, and the hothouse system of ation, which wrecks the constitutions

at it is unhealthy physical and mental ditions rather than the climate which reduce these results is suggested by the of cited by Dr. Mitchell that the prevaesched by Dr. Ancestrations diseases is to almost exact proportion to the congestion of population. People who live calm, quiet, wholesome lives in the country are far less liable to them than the inhabitants f cities, where the strain on mind and ody is greater and where the physical enviroument offers little opportunity for healing by natural means the evils of artificial and unhealthy modes of existence. Over the climate, whether it be good or

bad, we have as he says, no control, but for the "dollar devil" and the educational devil we are responsible, and with regard o them he niters some strong words of proatonal warning. We pride ourselves on the early age at which American men reach positions of responsibility, but they do so at the cost of the delicate nervous machinery that is e-sential to happiness as well as The male American, after being tortured by the exactions of a despotic og, and he straightway consumes his d energy till nothing is left but dust and The end of it all is "a country of og invalids, young wrecks, young drug time, young inspriates, young maniacs, a its work quits as effectively in regard

The flower of American womanhood," says Dr. Mitchell, "Is wilted by overculthre before it comes fully into bloom." The long hours, the multiplicity of studies, be ambition of parents and teachers who simulate their pupils to exertions far belauried meals, want of exercise, sleep and excitement "condemn of thousands of American women to a life of misery and uselessness before they have ceased to be children." It would be er, he maintains, that American girls or be educated at all until they after which they may study with , than that they should be overwrought as they are at present.

e leisurely, pleasure seeking classes, is points out, are comparatively free from terrous disease. "They toll not, neither They dress warm and com-They eat and drink plentifully and of the best. They have constant variand relaxation, and they do not bother colves about anything in particular. If the mass of American women led the the Four Hundred, specialists in ad seases would find their occupa-For one woman who breaks ough fashionable folly a score are od by overstrain in the serious af-

hart, the national malady is due to aracter of our national life. We are uch of a hurry about everything. our brains and our nervous systems dan of a lightning express and exn to work from morning till night conceple of rapid transit. In fact, o rapid by half, and Dr. Mitchell that if we persist in this rapidity transit" nationally as quickly as or developed. -Baltimore Sun.

### MISTAKES OF HISTORIANS.

William Tell did not found the Swiss mation, and the story of Gesler has the brods:

a no historic authority for the that little George Washington the cherry tree. Richard III was not a hunchback, but a

and great personal strength and courhe mother of Corlolanus did not interwith her son to spare Rome. Thestory

orm, some pretension to good

to better foundation than that of Ho demagne's paladins had no existence, a history of Charlemagne himself is

anded by myth as to be utterly unre-

clington at Waterloo did not say, put into his mouth by a lively Eng-

The crew of Le Vengeur, the famous th ship sunk by an English man-ofwar, did not cry "Vive la Republique!" They hawled for help, and the English boats sent to their assistance.

Professor, it was originally black. Now it seems to be of a bluish tint," for which reply he was proced.—Ean Francisco Argonaux. Constantine the Great was not a saint. He murdered his wife, one or two of his tons, a considerable number of his other relatives and was guilty of a score of assas-

sinations and murders. He was a Chris

THE GERMAN EMBASSADOR.

Re Has Had a Distinguished Career In

European Diplomacy.

Baron von Saurma-Jeltsch, the first Ger-

man embassador to the United States, has

long been a prominent and interesting figure

PERSON !

represented Germany in one capacity or an-

He has filled nearly all the important

positions in the German diplomaticservice. His present appointment to Washington,

however, is looked upon as the most re

sponsible and important post he has yet filled. His first important appointment

was that of consul general and diplomatic agent to Egypt in 1879, 1880 and 1881, Thence he went as minister to Roumania;

thence to The Hague. He was very suc-cessful as secretary of the legation in Paris. Since then he has filled positions

in the German legations in Vienna, London, Madrid, St. Petersburg and Rome.

His last station was in the barony of Stutt-

gart, and his position will now be filled by

the retiring minister from this country, Baron von Holleben. Altogether our new

embassador has had a most honorable and

The baron is 57 years of age and is tall,

square shouldered and wears a full blond

beard. Though he has the titles of "excel-

lency" and "privy councilor," he prefers to be called and signs himself simply Baron

Saurma, dropping even the hyphenated

Jeltsch, which might be of such great as-

sistance to him in our best metropolitan so-

and of course he will soon get over such

primitive simplicity, particularly as he has

Saurma, to "bring out." Though

handsome daughter, Baroness Carmen

young lady is but 18 years of age, she is to

have charge of her father's household in

Washington, at least for a time, as her

mother will not come to America for the present. The baron's only other child is a

son, who is at present a lieutenant in a regiment of hussars stationed in Silesia.

The baron has special instructions to in-

spect the World's fair thoroughly and re-

port upon it to the home authorities. Ger-

many, he says, takes the greatest interest

in the exposition and considers it necessary

that her representative here should take

cognizance of all the fair's useful and pro-

THE CONGRESSIONAL LIBRARY.

For In the New Building.

pearer completion. This impression is due

to the fact that work is progressing rapidly

on the dome, which will be finished this

The building will be a fine specimen of

Italian renaissance, built of light fine

grained New Hampshire granite, almost as well adapted as white marble to the nice

details of decoration peculiar to this style of architecture. The building is to be as

nearly fireproof as possible, very little com

bustible material entering into its con-

struction. The bookshelves are to be of

The grand feature of the building will be

the reading room in the rotunda. It will

be 100 feet in diameter, and from the floor

to the ceiling of the dome there will be a clear space of 125 feet. It is to be finished

in marble and will be the most beautiful

and most convenient room of the kind in the world. In the center will be the librarian's

desk and the catalogue counter. Around

these will be reading tables in concentric

circles, affording space for upward of 300

CONGRESSIONAL LIBRARY BUILDING.

readers. The rotunda will be surrounded

by alcoves two stories high, which will be

reserved for reading rooms for special stu-

Direct access will be had from the read-

ing room to the book stacks, so that the

time taken in furnishing books will be hardly noticeable. These "stacks" are in

fact nine story buildings opening directly

from the rotunda. They will be lighted with plate glass windows on both sides,

The north and south stacks will each hold

more than \$00,000 volumes, and the east

stack, the smallest of the three, will ac-

commodate 175,000 volumes more. As the

library at present possesses less than 700,000

volumes, the result of 40 years' collecting,

it is expected that these stacks will provide

sufficient stornge room for the next 50

years. But when additional space is re-

quired it will be comparatively easy to get

In the large part of the building not de-

it, as the plans provide plenty of room for

voted to the library proper some of the rooms will be devoted to special collec-

tions and others reserved as private read-

ing rooms for members of congress. At present it looks as if the cost of the build-ing would come within the \$6,000,000 appro-

printed for it, but it will be safer to talk

Japanese Vegetarians.

the interior parts of Japan, who have never tasted any animal food in their lives and

look upon it with horror, while a great

many conservative women do not touch it

even at the present day. Moreover, animal

food is expensive in Japan and is therefore

considered a luxury which is quite out of

the reach of the poor. During the whole year of 1889 only 84,711 bulls and cows were

killed in Japan to supply meat for 40,000,

there were 1,021,503 bulls and cows in the

country during that year, while the num-

ber of the slaughtered probably included

many animals which were not slain for

The American Farmers.

000 people, and it is worthy of note that

There are still many people, especially in

about that four years hence.

fron and the floors of marble.

This is his first visit to America,

distinguished career.

other in nearly every country of Europe.

BARON SAURMA.

in the diplomatic service of his na-

tive land, baving

had an experience

of 28 years at va-

rious posts of more

or less importance.

He owes his ap-

pointment as em-

bassador at Wash

ington to the fact

Prussian service

the kingdom at the

German court of

Stuttgart. He has

represented

A that he was senior

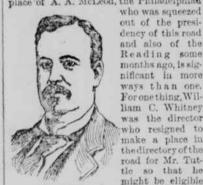
tian only in name. Charles IX did not fire on the fleeing Huguenots from the window of the Louvre during the massacre of St. Bartholomew On the contrary, he was frightened almost to death by the reports of the guns and spent the time weeping and wringing his

The pass of Thermopylæ was defended not by 300 but by at least 7,000 Greeks, or, according to some writers, 12,000. The 300 were the Spartan contingent, who showed no more bravery on that occasion than their companions in arms from the Greek states. -St. Louis Globe-Democrat.

#### A. A. M'LEOD'S SUCCESSOR.

Lucius Tuttle Has Long Been Connected With New England Railroads.

The election of Lucius Tuttle to the pres idency of the Boston and Maine railroad in place of A. A. McLeod, the Philadelphian out of the presi dency of this road



months ago, is significant in more ways than one. For one thing, William C. Whitney was the director who resigned to make a place in the directory of the road for Mr. Tuttle so that he might be eligible

also of the

LUCIUS TUTTLE. for the presidency. Mr. Whitney would not have done this if Mr. Tuttle had not been satisfactory to him, so it may be put down as certain that Mr. Tuttle is acceptable to if not represent ative of the Whitney interest in the road.

For another thing, Mr. Tuttle's election to the presidency is looked upon as very favorable to the prospective reunion of the Concord and Montreal road with the Boston and Maine system, a consummation the latter road has been trying to bring about ever since they were judicially separated

five or six years ago.

Mr. Tuttle has been vice president of the
New York, New Haven and Hartford road for the past two years. He engineered the deal that brought the Old Colony road into the Consolidated system and was thought to have negotiations under way for the leas ing of the Concord and Montreal by the New York, New Haven and Hartford.

Mr. Tuttle is a comparatively young man for such a responsible position as that to which he has been called, but is considered a railroad man of great ability and has certainly had wide and varied experience. He was born in Hartford in 1846 and has been in the railroad business ever since he was 19 years old. He was general ticket agent of the Providence and Fishkill road for two years and held the post of general pas-senger agent of the New York and New England for one year.
For six years—from 1879 to 1885—he was

in the service of the Eastern rallway as general passenger agent and assistant general manager. He was general passenger agent of the Boston and Lowell from 1885 to 1887 and entered the Canadian Pacific service as passenger traffic manager in Montreal. In 1889 Mr. Tuttle was appointed commissioner of the passenger partment of the Trunk Line association, holding the position one year. From there he went to the New York, New Haven and Hartford as general manager, becoming vice president some months later.

### JULIA WARD HOWE.

The Venerable Writer Betains Her Intel-

lectual and Physical Vigor. Julia Ward Howe at 74 years of age still retains much of the remarkable vigor and strength that have always been her chief characteristics. She has an endowment of energy far surpassing that of most women at a much younger period of life, and the amount of work she daily accomplishes



JULIA WARD HOWE IN CHILDHOOD, MIDDLE

AGE AND AT PRESENT might easily seem incredible to people of ordinary callber. It is no uncommon thing for her to spend two hours of a morning reading German metaphysics, besides attending to her household duties, taking a two ers before noon, and then to devote the entire afternoon to writing poetry and the the numerous philanthropic and social problems in which she is interested.

Mrs. Howe is a thinker and scholar of far more than ordinary attainments. She has outstripped most men in the higher proficient in helf a dozen modern languages as well as Greek and Latin She is familiar with Hegel, Compte. Goethe and Dante and all the great masters of song, faith and metaphysics, and her interest in the affairs of the day is still as keen as when the productions of her pen revived the drooping

spirits of the nation Though she has been writing for publication ever since she was 17 years of age and has contributed liberally to most of the higher class literary periodicals, it is doub ful if Mrs. Howe has ever realized anything like an adequate pecuniary return for her la-bor. It is said that she received the munificent sum of \$5 for "The Battle Hymn of the that the publishers of the same journal sent her \$10 for "Our Orders." Even making allowances for the fact that prices for literary work were not then up to the present standard, \$15 seems an insignificant

sum for two such poems. As is shown by her best productionspoems, essays, reviews, sketches of travel and reminiscences—Mrs. Howe writes slowly, elaborates carefully and revises critic ally, publishing nothing until satisfied that it is thoroughly finished and worthy of printing. She has had rare assistance in the formation of her literary style and critical taste, for to the advantages of an unusually thorough early education she has added the benefits of lifelong association with the master minds of the age and the culture of extensive travel.

#### The Student Was Passed. Professor Rudolf Virchow, rector of the

occasion he began the examination of a stu-

dent by abruptly asking, "What color is my coat!" The student paused for a mo-

my coat?" The student paused for a mo-ment and then replied: "Apparently, Herr

Homestead farmers in this country earn 8 per cent of the total earnings of the nation, and their farms and stock represent 7 per cent of the national wealth. Changes In the Dead Sea. University of Berlin, is a small man with The curious statement is published in the a dry, parchmentlike skin and wears very organ of the Palestine Exploration fund powerful spectacles. The clothes that the on the authority of Dr. Lorter that the learned professor wears are sometimes such as no old clo' man would invest in. On one Dead sea loses every day by evaporation

supplying human food.

says this enormous mass is easily drawn up by the rays of the sun, the valley wherein the sea lies being one of the hottest points on the globe. on the globe.

This vast basin is remarkable as being the deepest depression upon the surface of the earth. It is 1,800 fast below the level of the Mediterranean, and sucky walks riging

several million tons of water. Dr. Lorter

# SPEAKS HIS MIND

And He Can Do It, Too, From His Own Experience.

ANOTHER WELL-KNOWN PERSON CORROBORATES ALL HE SAYS.

And They Both Make Some Very Impor-

tant Disclosures. Mr. August Storjohann, who resides at Mr. August Storjonann, who resides at 532 East 84th st., New York City, makes the following remarkable statement: "I have been troubled," he says, "with heart disease for the last few years. I always feir weak and dizzy, in fact I was so bad that I would rather walk the streets than go to bed, for I suffered terribly and could not sleep at all.
"I had a cough which made everybody

think I had consumption. I would cough and spit all the time and could not eat. "I finally gave up everything and thought that I would have to die. I was reading the paper one evening and saw an advertisement of Dr. Greene's Nervura blood and nerve remedy. I got some and took four bottles of it and now I feel very much better. It is the greatest and hest remedy that ever was discevered and I would like to let everybody know the improvement this wonderful medicine has

A well-known lady, Mary M. Morse, living at No. 2 Marlow Terrace, Jamaica Piain, Mass. gives a similar experience, "I was suffering," she said, "from great



weakness, languor, loss of energy and power of endurance. It was also evident that there was a tendency to paralysis as

less with loss of sensation.
"My physician said I was suffering from nervous exhaustion and was upon the verge of complete prostration. A number of physicians said nothing could be done

'I used Dr. Greene's Nervura blood and It Will Be Admirably Arranged and Cared nerve remedy but a few months; indeed, by the time I had used the third bottle, my general health was wonderfully in It will take at least four years more to proved and feeling and strength restored to my hand which is now as perfect as the finish the Congressional Library building in Washington, though a casual glance at it would lead a person to believe it much

With perfect confidence I recommend Dr. Greene's Nervura blood and nerve remedy to my lady friends who are suffering from debility, nervous exhaustion and other weakness, and take pleasure in testifying to its merits thus publicly that sufferers whom I cannot meet personally may be induced to use this remedy and

had a cure."
This medicine is just what you want to take to make you well and strong again. It is purely vegetable and harmless-in-deed it is the discovery and prescription of a physician, Dr. Greene of 35 W. 14th street, New York, the most successful specialist in curing nervous and chronic specialist in curing nervo diseases, who can be consulted free per sonally or by letter.

## Q@@@@@@@@@@ Agony is annoyance

concentrated.

# Beecham's Pills

(Worth a Guinea)

(Tasteless) are concentrated remedies for the annovance of Indigestion or the Agony of Dyspepsia. COSCOCOS A

2,000 feet in height surround it on all sides. It is nourished only by the river Jordan and there being no outlet its entire tribute of water must be absorbed by evaporation

Dr. Lorter says that the waters of the lake are concentrating more and more, and so great has its density become that the human body floats on the surface without the slightest exertion of hands or feet.

How Two Fires Started.

The feed pipe of a boiler, which was placed at the back, burst, allowing water to escape into the fire. The steam gener ated blew open the furnace door and forced the flames out into the boiler room. The doors and windows and the ventilator in the roof were set on fire, but the ever watch ful automatic sprinklers opened and held the flames in check until two hydrant streams could be turned on. A somewhat similar accident took place in a mill where shavings were blown under the boiler for fuel. The shaving blower was stopped for a moment, causing a back draft in the boiler furnace, which sent flames through the furnace doors, setting fire to the shavings in the boiler room. Here, as before the automatic sprinklers promptly opened, keeping the fire in check until a stream from a hose could be applied.-American Architect.

It Was Convenient to Her. "Miss Gilgal," he said as he led her to a chair after the dance, "I crave permission to call upon you.

"It is granted with pleasure," she replied What evening would it be convenient "Oh-let me see. Say next Tuesday."

"Thanks, awfully." At 8 o'clock on the evening named, Mr. Cosset, faultlessly attired, presented himself at the door of the Gilgal mansion and expressed his wish to see the daughter of

"Miss Gilgal is not at home."

the house.

"Awfully sorry! I'll leave my card." He left his card and then left himself, thinking it was a trifle odd, but that per haps Miss Gilgal had forgotten. They met again in a week or two, and the young man remarked:

"Oh-er-Miss Gilgal, I called at your "How kind of you, Mr. Cosset. I received your card after I returned home from the opera." house.'

"But, if you remember, you said it would be convenient for me to call on that even-

# Na. W Horlolk Western A

SCHEDULE IN EFFECT SEPT 3, 1803. LEAVE RICHMOND (DAILY), BYRD-STREET STATION. 9:00 A. M., RICHMOND AND NORFOLK VESTIBULED LIMITED.

9:00 A. M. RICHMOND AND NORFOLK VESTIBULED LIMITED. AND NORFOLK VESTIBULED LIMITED. AND NORFOLK VESTIBULED LIMITED. AND NORFOLK VESTIBULED LIMITED. AND NORFOLK Stops only at Fetersburg. Waverly and Suffok.

9:00 A. M. THE CHICAGO EXPRESS for Lynchburg, Roanoke, Bluefield, Pocanontas, kenova, Columbus and Chicago, Pulman Buffet Sleeper Norfolk to Chicago, without change, to Chicago, without change, the Columbus and Chicago, Pulman stations, arrives at Norfolk at 6:20 P. M. For Roanoke, Radford, Pulsaki and Bristol. Connects at Roanoke 7:25 A. M. with Washington and Chattanooga Limited, Pulman steepers Roanoke to Memphis and New Orleans. Dining Carattached, Also for Bluefield, Pocahontas, Elikhorn and stations on Clinch Valley division. Also for Louisville and stations on L. and N. railroad via Norton, Also for Rocky Mount and all stations on Winston-Salem division. Pullman pa'nce sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:00 P. M. Also Fullman sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynch-burg and the West daily at 8:35 A. M., and 4:40 P. M.; from Norfolk and the East at 10:45 A. M., and VESTIBULED LIM-ITED 7:00 P. M.

TED 7:00 P. M.

R. W. COURTNEY.

District Passenger Agent.

W. P. BEVILL.

General Passenger Agent.

General Office, Roanoke, Va.

RICHMOND, FREDERICKSBURG AND POTOMAC KALLROAD-Schedule commencing JULY 2, 1803—east-

7.45 A. M., Leaves Byrd-street station daily except Sunday, Arrives at Washington at 12:01 P. M.;

Baltimore, 1:17 P. M.; Philadelphia, 3:47 P. M.; New York, 6:30 P. M.

Leaves Byrd-street station daily. Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Arrives at Washington at 3:40 P. M.;

Baltimore, 5:24 P. M.;

Philadelphia, 7:49 P. M.; New York, 10:35 P. M. Also connects at Washington with 3:45 P. M. and Philadelphia 6:46 P. M., and Philadelphia 6:46 P. M., and With Congressio at Limited (all Pullman Parior cars and Pennsylvania railroad Dining Cars), leaving Baltimore 4:54 P. M., arriving Baltimore 4:54 P. M., arriving Baltimore 4:54 P. M., and New York 9:05 P. M.

7:15 P. M., Leaves Byrd-street station daily. Sleeper Richmond to New York and Washington to Philadelphia, Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays, Arrives at Washington at 11:10 F. M., Baltimore, 12:53 A. M.; New York, 6:50 A. M., Stops only at Widewater, Erooke, Fredericks-tion daily, Sleeper from New York, Stops only at Widewater, Erooke, Fredericks-tion daily, Sleeper from New York, Stops only at Widewater, Erooke, Fredericks-

8:50 A. M., Arrives

uon dally. Sleeper from New
York. Stops only at Widewater. Erooke. Fredericksburg. Milford, Doswell and
Ashland. Stops at other stations on Sundays. Leaves

2:38 P. M., Arrives Byrd-street station
daily. Stops at Widewater,
Brooke, Fredericksburg, Milford, Doswell and Ashland,
Leaves Washington at 10:57

A. M.

7:15 P. M., Arrives Byrd-street station daily. Stops only at Fredericksburg. Milford, Dogwell and Ashland. Pullman Cars from New York and Washington. Leaves Washington at Elba P. M. Does not stop at Elba P. M. Does not stop at Elba P. M. Does not stop

11:20 P. M., Arrives at Byrd-street sta-tion daily except Sunday. eaves Washins FREDERICKSBURG ACCOMMODA-

DAILY EXCEPT SUNDAY.
4:00 P. M., Leaves Byrd-street station; arriving Fredericksburg at 8:23 A. M., Arrives at Byrd-street sta-tion; leaves Fredericksburg

Ulon: leaves Fredericksburg at 6.05 A. M.
ASHLAND TRAINS.
DALLY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 782 A. M.
6:20 P. M., Leaves Elba; arrives at Side at 7.00 and 1.00 and 1.00 arrives at Side at 7.00 arrives at Side at Side at 7.00 arrives at Side at Sid

E. T. D. MYERS. General Superintendent.



SHORTEST AND QUICKEST ROUTE
SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT AUG. 13, 1893.
LEAVE RICHMOND:
LEAVE RICHMOND:
SOUTHERN EXPILESS, daily for Danville, Greensboro, Winston-Salem. Connects at Danville with the Washington
and Southwestern Vestibuled Limited;
at Salisbury for Asheville, Hot Springs;
at Charlotte for Columbia, Aren, Augusta, Atlanta, Birningham, Montgomery, New Orleans, Texas and California,
Puliman Falace Sleeping Car Richmond
to Danville and Danville to Ashevite and
Hot Springs; aso Danille to Ashevite and
Hot Springs; as Danille Limitod; at Canalla Allante,
Hot Springs; as Danille Limitod; at

YORK RIVER LINE VIA WEST POINT THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA AND
NEW YORK.
LEAVE RICHMOND:
TRAIN No. 10, Z 10 P. M.

TRAIN No. 10, 2 to P. M.

Local EXPRESS, daily except Suntor Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point daily except Sunday.

TRAIN No. 16, 445 D. M.

BALTIMORE LIMITED, daily except
Sunday for West Point, connecting
with York River steamer daily except
Sundays for Baltimore. At Baltimore steamers connect with Baltimore and
Ohlo railroad for Washington, Philicaleiphia and New York
STEAMERS LEAVE BALTIMORE 5 P.M.
FOR WEST POINT, daily except Sunville railroad to Richmond, arriving at
9.05 A. M., 10:40 A. M., and 8.35 P. M.
TRAIN No. 44, 7:05 A. M.

OCAL MINED, daily except SunLocal MINED, daily except Sun-TRAIN No. 16, 4:45 P. M.

tion for West Foundation foot of Virginia points.

Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M and from 9:00 to 12:50 A. M.

City ticket office, 901 Main street.
SOL HAAS, General Manager.
W. H. GREEN, General Manager.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
JNO. M. BEALL. Trayl. Pass. Agent.

919 Main street, Richmond.

919 Main street, Richmond.

PROFESSIONAL.

James Lyons.

ATFORNEY AND COUNSELLOR
AT LAW.

(Law Office. No. 5 State Bank Building.
Telephone 734, Posteffice box 269.
Richmond. Va.)

practices in all the State and United States
courts in Richmond. Deeds and Wills carefully prepared. Acknowledgments and depositions taken. Collections promptly made
and remitted.

If you feel weak and all worn out take BROWN'S IRON BITTERS

GAILROADS. S EABOARD AIR-LINE.

SCHEDULE IN EFFECT

SUNDAY, JULY 2, 1883. S. A. L. | No. \*23 | No. \*27 Lv. Richmond. 9:15 A. M. 3:10 P. M. Lv. Petersburg. Union Station 40:00 A. M. 3:43 P. M. Lv. Petersburg. 10:10 A. M. 3:51 P. M. Lv. Petersburg. 12:15 P. M. 5:35 P. M. Ar. Henderson. D. 2:15 P. M. 6:50 P. M. Ar. Henderson. D. 2:15 P. M. 6:50 P. M. Ar. Haieigh. S. 4:15 P. M. 8:00 P. M. Lv. Raieigh. S. 4:15 P. M. 8:00 P. M. Lv. Raieigh. 4:30 P. M. 10:08 P. M. Ar. Southern Pines 6:34 P. M. 10:08 P. M. Ar. Hamlet. 7:50 P. M. 10:08 P. M. Ar. Wadesboro. 1:24 A. M. 11:40 P. M. Ar. Monroe. 3:45 A. M. 11:40 P. M. Ar. Charlotte. 8:80 A. M. M. 12:40 A. M. Ar. Charlotte. 8:80 A. M. M. 2:50 A. M. Petersburg .... 9:15 A. M. 3:10 P. M.

Ar. Charlotte...... 5:00 A. M. 5:00 A. M. Lv. Monroe. | 10:15 A. M. | 12:56 A. M. | 12

Ar. Athens. 5.16 P. M. 618 A. M. Ar. Athens. 6.45 P. M. 730 A. M. Poally. D-Dinner. S-Supper, No. 23 makes all local stops. Connects at Raieigh with P. A. L. for Asheville, N. C., and all intermediate points on the W. N. C. R. R. No. 27 has Pullman Buffet Sleepers Richmond to Atlanta. Connects directly at Atlanta with W. and A. R. for Chattanooga, Nashville and all points West, Cornects with A. and W. P. R. R. for Mobile. Montgomery, New Orleans and all points Southwest.

For tickets, Pullman reservations, &c., apply at ticket office, Byrd-street station; Richmond Transfer Company, 901 cast Main street, and company's office, 836 cast Main street.

No. 134, A. and W. Special, 11.45 A. M. No. 28, Mail and Express, 6:50 P. M. JOHN C. WINDER, L. T. MYERS, General Manager. General Supt. O. V. SMITH, T. J. ANDERSON. H. M. BOYKIN, City Pass, Agent.



IN EFFECT AUGUST 27-1893, TRAINS LEAVE RICHMOND, BROAD-STREET STATION. 8:30 A. M., Dally with Pullman for local stations, Newport News, Old Point, Norfolk and Ports-

3:00 P. M., Dally, with Pullman, for Local Point, Norfolk and Ports-6:45 A. M., Local train, except Sunday, for Ronceverte, cornects at Gordonsville for Washington, at Virginia Midland Junction

for Lynchburg and at Staun-ton for Winchester. 2.00 P. M., World's rair Special daily, with Pullman for Chicago, Vestibuled Coaches for Cin-cinnati and chair car for Ronceverte. Also coaches on Nos. 1 and 7 for Goshen and local stations. Meals served local stations. Meals served on Dining Cars. Chair Cars do not run on Sundays.
5:30 P. M., Local train, except Sunday, accommodation for Charlottes-

Ville.

10:00 P. M., Daily for Cincinnati and ChiF. F. V. cago, with Pullman for Cincinrati and Louisville and
Dining Car Clifton Forge to
Cincinnati. Connects at Covington (Va.) for Virginia Hot
Springs daily. Meals served
on Dining Cars.

TRAINS LEAVE STORMLESTERS

(except Sunday) for Rosney,

and Craig City.
4:30 P. M., Except Sunday, Local accommodation for Columbia, Va. On Saturdays this train runs to Gladstone

TRAINS ARRIVE AT RICHMOND. BROAD-STREET STATION. 8:15 A. M. Daily from Cincinnati. 1:30 P.M., Daily from Norfolk and Old Point.
2:00 P. M., Daily from Cincinnati and Leuisville.
7:30 P. M., Daily from Norfolk and Old

6:20 P. M., Leaves Elba: arrives at Aphland at 7:07 P. M.
6:45 A. M., Arrives at Elba: leaves Ashland at 6:05 A. M.
6:04 P. M., Arrives at Elba: leaves Ashland at 5:18 P. M.
C. A. TAVIOR F. M.

6:20 P. M., Leaves Elba: arrives at Aphland at 5:05 A. M.
Except Sunday from Columbia, on Mondays from Columbia, on Mondays from Columbia.

6:19 P. M. Daily from Lynchburg and Clifton Forge, JOHN D. POTTS, Division Passenger Agent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing Sunday, Sept. 10th, 1893. at 12:01 a. m., trains on this road will

run as follows: TRAINS SOUTHWARD.

\*3:10 P.M. 3:43 P.M. Atlanta Special \*6:20 P.M. 7:15 P.M. Accommodation \*7.35 P. J. 8:10 P.M. Fast Express \*11:50 P.M. 12:35 A.M. Accommoda'n 33- 7:05 A.M. 7:55 A.M. Sun. Accom. 47- 4:50 P.M. 5:40 P.M. Sun. Accom. TRAINS NORTHWARD.

No. Petersb'rg Richmond | 14- \*2:43 A.M. 3:40 A.M.Fast Mail. \*7:40 A.M. 8:35 A.M. Accommoda'n \*10:15 A.M. 11:30 A.M. Norfolk Train. 134-\*11:07 A.M. 11:45 A.M. Atlanta Spe's 38-| \*4:00 P.M. 4:45 P.M. N. and W. Cor \*5:56 P.M. 6:50 P.M. Through Train \*6:20 P.M. 7:00 P.M. Norfolk SpeciT 8:30 A.M 9:30 A.M Sun. Accom. 6:55 P.M. 7:57 P.M. Sun. Accom.

Oally STOPPING PLACES. Nos. 14, 45, 46 and 35 make no stops, Nos. 27 and 134 stop at Helfield and Stoney Creek on signal. Nos. 23, 24, 38, 43 and 78 stop on signal at Manchester, Drewry's, Centralia and Chester, Nos. 32, 51, 37 33, 44, 47 and 48 will stop on signal at all stations. Nos. 23 and 78 run via Wilmington, N. C. Nos. 14 and 35 via Wilson short cut to all points in North and Southwest. Pulman Palace Buffet Sieeping Cars on all through trains. On trains Nos. 37 and 32 sleeping cars between Richmond and Lynchburg Va.

NEW LINE TO ATLANTA, GA.

Leave Richmond 3:10 P. M. daily; ar-

Leave Richmond 3:10 P. M. daily, ar-THE ONLY ALL RAIL LINE TO NOR-

Leave Arrive.
Richmond. 9:00 A.M. Norfolk. 11:25 A.M. Richmond. 3:19 P. M. Norfolk. 6:30 P. M. Norfolk. \*4:35 P.M. Richmond. 7:30 A.M. Richmond. 7:00 P.M. The trains leaving Richmond at 9:00 A.M. and Norfolk at 4:30 P.M. are solid trains between tness two points, and passencers go through without change of cars. Trains leaving Richmond at 9:00 A M., and 11:50 P. M., and arriving at Richmond at 8:35 A. M., 4:45 P. M. make close connections at Petersburg to and from Farmville, Lynchburg and

L. M. SULLY. Superintendent.
E. T. D. MYERS.
General Superintendent
T. M. EMERSON. Traffic Manager.

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and relieve your sufferings. Send stamp for tircular and free sample. Only 50 cts. a box. For
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Passenger accommodations unsurpassed.
Cabir fare to New York (including meals and berth) via James river route.

Round-trip tickets, limited to thirty days after date of issue.

Steerage fare, with subsistence.

Steerage fare, without subsistence.

Cabin fare via Chesapeake and Ohio railway and Richmond and Petersburg railroad, tickets limited to four days.

Round-trip tickets limited to thirty

omee, 1301 east Main street, and wharf, Rocketts.
Freight received daily until 5 P. M.
Passengers leaving Richmond on MON-DAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 3 P. M. and by Richmond and Petersburg railroad same days, at 3:10 P. M., will make connection at Norfolk with steamers leaving those days.
GEORG&W. ALLEN & CO., Agents, No. 1301 Main street and juiet Company's Wharf, Rocketts.

Jy19tf Company's Whart Rocketts.

VIRGINIA NAVIGATION COMPANY'S JAMES RIVER LINE for the seashore, eheapest and most pleasant route to Norfolk, Portsmouth, Cld Point, Newport News, Claremont and James river landings, Connections: At Old Point and Norfolk for Hampton and Smithfield, Va., Washington, D. C., Bellimore, Philadelphia and New York, James river by daylight, Great tourist line, Jamestown, Dutch Gap and war scenery, Rates less than half charged by rail. Fare to Portsmouth, Old Point and Norfolk, \$1.75, \$1.50 and \$1.00. Steamer Pocahontas leaves Richmond every MONDAY, WEDNESDAY and FRIDAY at 7 A. M. (STREET CARS GO DIRECT-LY TO STEAMER'S WHARF) for abovenamed places. Through tickets on sale on steamer and t Garbar's Agrees, No LY TO STEAMER'S WHARF) for abovenamed places. Through tickets on sale
on steamer and at Garber's Agency, No.
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THE

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